

## **Comparison Between the 1998 Rockville Bikeway Master Plan and the 2004 Rockville Bikeway Master Plan Update**

There are a number of differences between the 1998 Rockville Bikeway Master Plan and the 2004 Plan Update. Below is a general overview of the new material in the 2004 Update.

- The vision statement has been broadened.
- Recommendations are related to specific goals in the Transportation section of the Rockville Comprehensive Master Plan.
- Town Center and Falls Grove recommendations are incorporated into Plan.
- Bicycle facility classification system has been changed to conform to 1999 AASHTO Bicycle Facility Guidelines.
- Bicycle Level of Service is used to inform recommendations.
- Design standards include a typical 36-foot Rockville residential collector street.
- Maintenance section includes maintenance responsibilities and schedule.
- Recommendations include some that can be implemented when funding is available and others that can be implemented when reconstruction or redevelopment occur.
- Regional routes and connections are included in recommendations.
- Additional bikeway connections are included in recommendations.
- Additional improvements to intersection barriers are included in recommendations.
- Bicycle-friendly roadway design standards are recommended.
- The Update recommends that a Safe Routes to Schools Program should be developed in Rockville.
- The Update recommends that the Pedestrian and Bicycle Safety Education Program should be expanded.
- The Update recommends that developers should be required to provide bikeway facilities.
- The Update recommends that environmental impacts of bikeway facilities be considered during their development.
- The Update recommends that a distinctive bikeway signage system be created.
- The Update recommends that a user-friendly bikeway map should be created.

There are also several key similarities between the two plans:

- Both Plans stress the importance of the public involvement in Plan implementation.
- Both Plans stress the role of the Citizens Bicycle Advisory Committee as critical to the success of the plan.
- Both Plans stress that the support of Mayor and Council is important.
- Both Plans stress that cooperation between city departments and citizen committees is very important.

## **Comparison of Specific Recommended Facilities**

This section summarizes the changes and additions to the bike facilities recommended in this 2004 Plan Update. A few of the 2004 Plan Update recommendations are 1998 recommendations carried over to 2004 with no modification, others are 1998 recommendations that have been modified, and others are new recommendations.

### **1998 recommendations carried over to 2004:**

This list includes recommendations from the 1998 Plan that should be implemented. Many of the 1998 Bikeway Master Plan recommendations have been completing, giving Rockville an excellent start on its bikeway system. Yet, there are several recommendations from the original plan that are recommended for implementation during the next ten years to make the system even more comprehensive.

#### **Signed-Shared Roadways** (formerly "Class III")

- Milboro Drive between Stratton Drive and the sidewalk connecting to Wootton Parkway
- Stratton Drive between Dunster Road and the south city limit
- Martins Lane between Mannakee Street and N. Washington Street (shown on the map but not in the 1998 Plan)
- Congressional Lane between Rockville Pike (MD 355) and East Jefferson Street

#### **Bike Lanes** (formerly "Class II")

- Beall Avenue between North Washington Street and Maryland Avenue
- Middle Lane between North Washington Street and Hungerford Dr (MD 355)

#### **Shared-Use Paths** (formerly "Class I")

- Gaither Road between Redland Boulevard and Shady Grove Road
- Redland Boulevard between Piccard Drive and Gaither Road
- Southlawn Lane between North Horners Lane and East Gude Drive

### **1998 recommendations that have been modified:**

This category includes roadways that were recommended for bike facilities in the 1998 Plan, but more appropriate facilities were identified through public comment and/or the field analysis for this plan.

#### **Signed-Shared Roadways**

- Nelson Street between Mannakee Street and College Parkway (formerly bike lanes)
- Hurley Avenue between Wootton Parkway and West Montgomery Avenue (MD 28) (formerly shared-use path)
- East Jefferson Street between Woodmont Country Club and the south city limit (formerly bike lanes)

- Edmonston Drive between Rockville Pike (MD 355) and Veirs Mill Road (MD 586) (formerly bike lanes)
- Watts Branch Parkway between Hurley Avenue and Fallsmead Way (formerly bike lanes)
- King Farm Boulevard between Piccard Drive and Frederick Road (MD 355) (formerly bike lanes)
- Pleasant Drive between King Farm Boulevard and Deer Meadow Lane (formerly bike lanes and segment was shorter)
- Loftstrand Lane between Southlawn Lane and Taft Street (formerly bike lanes)
- Taft Street between Loftstrand Lane and East Gude Drive (formerly bike lanes)
- Monroe Street between Cabin John Parkway and Fleet Street (formerly bike lanes)
- North Horners Lane between Park Road and Frederick Avenue (formerly bike lanes)

### **Bike Lanes**

There are no shared use paths or signed shared roadways from the 1998 Plan that are recommended for conversion to on-street bike lanes in the 2004 Plan.

### **Shared-Use Paths**

- Hungerford Drive, Frederick Avenue, and Rockville Pike (MD 355) from Shady Grove Road to Montrose Road (8-foot sidewalk on west side and 6-foot sidewalk on east side) (segment of shared-use path was shorter) (Requires cooperation with State of Maryland)
- Fleet Street between Maryland Avenue and Mount Vernon Place and between Ritchie Parkway and Wootton Parkway (the recommendation for this section includes widening the existing path between Mount Vernon Place and Ritchie Parkway to 10 feet) (formerly bike lanes)
- Falls Road (MD 189) between Wootton Parkway and Great Falls Road (formerly bike lanes)
- Avery Road between Norbeck Road and the Rock Creek Path (formerly bike lanes)
- Baltimore Road between Twinbrook Parkway and Norbeck Road (MD 28) (widen within City Limits; recommend to county outside of City Limits) (formerly provide path, now widen existing substandard path)
- Park Road between Hungerford Drive (MD 355) and Stonestreet Avenue (formerly bike lanes)
- Research Boulevard between Shady Grove Road and West Montgomery Avenue (MD 28) (paths on both sides) (part of Millennium Trail prior to Fallsgrove CPD Approval)
- Maryland Avenue between Great Falls Road and Jefferson Street (formerly bike lanes)

### **New recommendations:**

Many of these new recommendations will make logical connections between existing bikeways. Some facilities can be created with the simple addition of bike route signs. Others can be included during construction and development projects.

### **Signed-Shared Roadways**

- Maryland Avenue Extended between Dawson Avenue Extended and East Jefferson Street
- Twinbrook Parkway between Baltimore Road and Veirs Mill Road (MD 586)

- North Street Extended between North Van Buren Street and the path connecting to North Washington Street
- Grand Champion Drive between Ridgemont Avenue and Watkins Pond Boulevard
- Seven Locks Road between Wootton Parkway and the path connecting to Falls Road
- Goodland Place between two sides of Oak Knoll Terrace
- East Lynfield Drive between Cabin John Parkway and the path in Elwood Smith Park
- Adclare Road between West Montgomery Avenue and Roxboro Road
- Roxboro Road between Adclare Road and the path through Bullards Park
- Tall Grass Court between Autumn Wind Way and the path through Bullards Park
- Autumn Wind Way between Tall Grass Court and the path near Thomas Street

## **Bike Lanes**

- Market Street between Beall Avenue and Middle Lane (Town Center CPD)
- Dawson Avenue Extended between North Washington Street and Hungerford Drive (MD 355)
- Beall Avenue between Maryland Avenue and Hungerford Drive (MD 355)
- Falls Grove Boulevard between Shady Grove Road and Falls Grove Drive (Approved as a part of the Falls Grove CPD)

## **Shared-Use Paths**

- Mannakee Street between Martins Lane and Hungerford Drive (MD 355)
- West Montgomery Avenue (MD 28) between Darnestown Road and Shady Grove Road
- Darnestown Road between West Montgomery Avenue (MD 28) and Shady Grove Road (Approved as a part of the Falls Grove CPD)
- Falls Grove Drive between Jay Drive and West Montgomery Avenue (MD 28) (Approved as a part of the Falls Grove CPD)
- Oak Knoll Drive between Falls Grove Drive and Darnestown Road (Approved as a part of the Falls Grove CPD)
- Ridgemont Avenue between Grand Champion Drive and Frederick Road (MD 355)
- Shady Grove Road between Frederick Road (MD 355) and Darnestown Road
- Nelson Street between West Montgomery Avenue (MD 28) and Anderson Avenue
- Chapman Avenue between Halpine Road and Bou Avenue
- Path between North Street Extended and North Washington Street
- Viers Mill Road between Bradley Avenue and the east City Limit (to connect with SHA path on Viers Mill Road)
- North Washington Street between Hungerford Drive (MD 355) and Beall Avenue